



I-25: The New Pueblo Freeway



ILEX STREET TO CITY CENTER DRIVE

Colorado Department of Transportation

January 2016 eNewsletter

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Please forward/share this email with others who may have an interest in the Ilex Design-Build project.

Project Schedule

Northbound I-25: Spring 2015 to Fall 2016

Southbound I-25: Fall 2016 to Fall 2017

Bridge Rehabilitations: Summer 2015 to Summer 2017

Stay Connected

Website:

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i25ilex@PublicInfoTeam.com

Hotline: (719) 470-2270

To receive project updates

Pueblo Natives Proud of Work with Ilex Project



From left to right: CDOT Contract Expert Jennifer Billings, CDOT Resident Engineer Joe DeHeart, and CDOT Project Manager for I-25 Ilex Design-Build Project Scott Dalton.

Working on the I-25 Ilex Design-Build project, which is the first segment of the New Pueblo Freeway, is more than just another job for Jennifer Billings, Joe DeHeart, and Scott Dalton. All three Colorado Department of Transportation (CDOT) employees were born and raised in Pueblo.

Each has shared that they take great pride in their work and this project is especially important to them since they are Pueblo natives.

"It's exciting to finally be able to work on a project in my hometown and it's one of the largest projects in the state right now," said Scott Dalton, CDOT project manager for Ilex.

Scott manages a team of 20 plus engineers, inspectors, and material testers. This team reviews the design and inspects the construction of the project. Scott has worked with CDOT for 14 years, primarily in the Walsenburg and Trinidad areas.

and construction notices,
send an email to:
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Quick Links

[Project Website](#)
[CDOT Website](#)

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Design-Build project
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Prioritized Project Goals

The project goals, approved
with the Request for
Proposals in January 2014,
were the basis for the
Technical Proposal contents
and evaluation of the
shortlisted design-build
teams. The Flatiron/HDR
team was the proposer with
the highest score and was
determined to have the Best
Value Proposal.

Project Goals

1. Build the Project with
minimal impacts to the
traveling public.
2. Exhibit technical
competency/innovation,
maximize the use of RAMP
funding by providing
additional requested
elements, and develop

For Jennifer, CDOT/Ilex contract expert, working on a project so close to home has "allowed my family and friends to see what I do and to understand what CDOT does," she said. "Since the project is in my hometown, I know more about traffic patterns, events, future plans, and other aspects that allow me to approach project management and design differently and more effectively."

Jennifer started working for CDOT as a student trainee while still in college at Colorado State University in Fort Collins almost 11 years ago. Most of her work over the years has been in Southern Colorado in Las Animas and Huerfano Counties. For the Ilex project, Jennifer ensures design and construction terms are being met according to the approved contract.

As a CDOT resident engineer, Joe's top priority has always been safety. In his day-to-day work, he develops project designs to satisfy needs and then builds that design. He has worked with CDOT since 2004. His responsibilities include Las Animas and Huerfano Counties and the Interstate 25 corridor through Pueblo.

"I feel pride in delivering transportation improvements that reduce accidents and save lives," Joe said. "I feel most excited to offer a better transportation system that will make every Pueblo driver's experience safer, less stressful, and more predictable."

Crews broke ground on the Ilex project July 1, 2015. The overall goal of the work is to make the roadways safer through Pueblo. This segment of I-25, which is more than 50 years old, will be replaced. Other improvements include: adding an acceleration and deceleration lane in each direction between City Center Drive and Ilex Street, which creates three lanes on I-25 in each direction through this segment. The project also improves the curve on I-25 south of Ilex. "Softening" the curve will allow a higher, but safer speed, Scott said.

"Reconfiguring the design of the curve just north of the Arkansas River will be significant since that curve is tight, especially for large trucks," said Joe. "The curve radius will increase, sight distance will increase, and wider shoulders will be constructed," he said. Also, "significant consideration to aesthetics has been made with this project. The greatest attention has been placed on the aesthetics of the Interstate as viewed from Santa Fe Avenue."

The Ilex project is expected to be completed in late 2017. To minimize traffic disruptions, construction will take place in phases. Two lanes of both northbound and southbound traffic will remain open throughout the duration of construction.

Project Expected to Positively Impact Local Economy

The Pueblo economy is getting an economic boost with the Ilex project through the on-going reconstruction on Interstate-25 by the Colorado Department of Transportation and contractor Flatiron Constructors, Inc.

aesthetically pleasing regional Project features.

3. Demonstrate a commitment to enhance the established Project Values of safety, quality, integrity, and communication/ teamwork.

What the Project Involves

The Ilex interchange is the first segment to be constructed as part of the New Pueblo Freeway.

The project consists of replacing bridges on I-25 between Ilex Street and City Center Drive in Pueblo. Work includes rehabilitation of bridges on northbound I-25 over US 50 Business, I-25 over Indiana Avenue, on US 50 Business over the Arkansas River, and on Northern Avenue and Mesa Avenue over I-25.

Structurally deficient bridges on I-25 over Gruma Drive, the Union Pacific Railroad, and Ilex Street will also be removed and replaced.

Interchange ramps will be lengthened to provide safer transitions onto and off of the Interstate, especially the 1st Street ramp to southbound I-25. Roadway curves will be softened to improve visibility and provide a smoother ride for motorists.

Local roadway improvements are included at D Street, Ilex Street, Bennett Street cul-de-

The project is expected to pour almost \$23 million into the Pueblo economy over the next two years through use of local labor, equipment and materials. Local contractors, suppliers, and local staff have all been hired to bring the project together.



The project employs at least 14 different local subcontracting companies to provide services related to construction of the I-25 Ilex to City Center Drive project including traffic control, labor, concrete work, flatwork, paving, crane service, landscaping, signs, fuel, trucking and materials.

"By providing labor and service opportunities to the community as part of the project, Flatiron Constructors is hoping to contribute positively to the local economy," according to Scott Dalton, CDOT Project Manager for the Ilex Design-Build project.

Concrete Walls Transformed into Works of Art



Plain concrete sound and retaining walls along America's highways are quickly becoming a thing of the past. These walls are being replaced by extraordinary creations that invoke a sense of movement, feeling, and depth.

Turning a concrete wall into a work of art involves a lot of skilled players. For the New Pueblo Freeway, CDOT brought THK Associates, Inc. onboard in 2001 to begin discussions on creating wall designs. THK is a landscape architectural design firm with 35 years of transportation project experience.

In 2013, THK began seeking public input for the Ilex project, reaching out to the City of Pueblo, stakeholders, and the public. The design

sac, Clark Street cul-de-sac, and along Santa Fe Boulevard.

Bridges will be widened at City Center Drive and I-25 over Santa Fe Avenue (widened to the median).

Noise abatement will also occur along some segments of I-25.

Interesting Fact

About 1 million tons of embankment and backfill material will be brought in from Pueblo County and placed on the project. This material is made up of soils and aggregate sources.

Progress To Date - Since December

The I-25 Ilex Street to City Center Drive project is steadily progressing six months after groundbreaking. Crews will continue work on bridge widening and rehabilitation on northbound I-25 over Santa Fe Avenue through the beginning of February. The bridge widening on City Center Drive is also advancing with completion of the concrete deck and the asphalt to be placed in Spring 2016. Click [here](#) to view the December Progress Update.

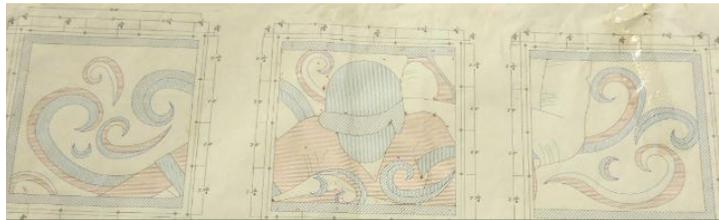
process took about four months.

"THK relies heavily on the creative process. Designs began with hand-drawn artist renderings," said Julie Gamec, THK landscape architect. "THK's design efforts primarily start with rough sketches that are then refined through input, review, client and stakeholder involvement."

For Runyon Field Sports Complex, three different baseball concepts were developed: a player sliding into a base, a baseball team in the dugout, and a baseball in the grass.

After gathering public input, the player sliding was chosen and named "SAFE!" The panel was the preferred option because it has "a strong sense of movement and relayed the excitement of both playing and watching the game," Julie explained. "The panel also has a very strong tactile design because it will be at a pedestrian level. The design team wanted to encourage interaction between the users of Runyon Field and the panel."

The final concepts were translated by THK to computer aided drafting (CAD). The three panels below were created for SAFE!



Scott Systems, Inc., a company creating unique form liner molds for concrete since 1969, then printed the design to scale and had one of their sculptors develop an original piece using clay.

The soft, workable clay was placed on large boards, which are the actual size of the final panels. A cast was then made using "a synthetic liquid rubber and from this cast elastomeric urethane form liners were produced in the reverse image of the original," according to Scott Systems. "Form liners are attached to forms and concrete is placed against the liner. The liner pattern is transferred into the wet concrete. After the concrete is cured, the liner is stripped and the unique sculpture is exposed for all to see."



Sculptor Sead Telalovic assures the soft clay surface is perfectly lined up.

A Look Ahead

Expect construction activities east of I-25 near the Ilex Street northbound off/on ramps. The relocation of utilities, drainage work and surveying will continue throughout the project.



Project Partners

- Colorado Department of Transportation
- Federal Highway Administration
- City of Pueblo
- Pueblo County
- The Community

"Paying homage to the Runyon Field Sports Complex was especially important" to coming up with a design for the Ilex interchange panel, Julie said. The goal was to create a "sculptural element in the landscape."

Look for more information on the 1st Street interchange panel in a future e-newsletter!

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Additional Project Information

For more information about the I-25 Ilex Design-Build project, visit the [CDOT website project page](#). To receive future Ilex Design-Build project e-newsletters and construction notices, send an email to i25ilex@PublicInfoTeam.com requesting to be added to the email list.

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